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SECURITY INFORMATION

REPORT

25X1

COUNTRY Czechoslovakia

DATE DISTR. 30 Oct, 53

SUBJECT Dobrany (Line) Airfield

NO. OF PAGES 14

PLACE  
ACQUIREDNO. OF ENCLS. 4 25X1  
(LISTED BELOW)DATE  
ACQUIRED BY SOURCESUPPLEMENT TO  
REPORT NO.

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

## I. IDENTIFICATION DATA:

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Reference is made to Encl. #1, Overlay of GSGS 4416, Sheet U-7, Furth, Pinpoint Location of Line Airfield.

1. Main highway: asphalt, ran northeast to Pizen, six meters wide, good condition; medium traffic.
2. Nova Ves /N 49-42, E 13-187 to Dobrany /N 49-39, E 13-187 road: dirt and gravel, six meters wide; east from Line Airfield (Pt. 5, Encl. 1).
3. Radbusa River: two kilometers southeast from Line Airfield (Pt. 5, Encl. 1).
4. Single track RR: standard Czech gauge, two years old, running east into Line Airfield; used for moving equipment to Line Air Base; also hauling stone, cement, tank cars. Trains come to Line Airfield at least three times daily.
5. Line Airfield area: A jet fighter base located two kilometers south-southeast of Line /N 49-42, E 13-167,  $\frac{1}{2}$  kilometer southwest of Nova Ves and one kilometer northwest of Dobrany. The overall area of the airfield was four by four kilometers.

25 YEAR RE-REVIEW

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## II. SITE LAYOUT &amp; POINTS OF INTEREST:

Reference is made to Encl. #2, [ ] Sketch of Line Airfield. 25X1

1. POL tank: steel, nine meters long, three meters in diameter, six meters above level of ground, three to four meters below level of ground, sunk in cement, thickness of cement unknown. Tank covered with sodgrass; [ ] construction of tank in July 1953. Capacity of tank 280,000 lit., four doors, one on each side of tank. No further information. 25X1
2. Bore sighting range: concrete, 200 x 5 x 30 cm. thick; [ ] sighting range under construction in July 1953. 25X1
3. Bunker: wooden, 8 x 7 x 2.5 m., tar papered shed type roof, with one meter layer of dirt on top of roof. Two glass windows, one door on south side of bunker, 30 m. distant from an AA gun position (Pt. 4A, Encl. 2), contained one coal stove, 20 bunk type beds, housed 20 men from the AA Unit. No further information.
- 4A. Antiaircraft gun position: dirt emplacement with dirt mound 50 cm. high and 30 cm. wide around one German type, clip fed, four barrel 20 mm. gun. Used one 10 shell clip and one 20 shell clip; position maintained by 20 men from 14th Airfield Battalion on 24 hour alert duty. No further information.
- 4B. Antiaircraft gun position: [ ] this position under construction in July 1953. 25X1
- 4C. Antiaircraft gun position: same as Pt. 4A above except that 12 to 15 men from 20th Airfield Battalion occupied this gun position on 24 hour alert duty. No further information.
- 4D. Antiaircraft gun position: same as Pt. 4A, above, except occupied by 18th Airfield Battalion on 24 hour alert duty. No further information.
- 4E. Antiaircraft gun position: under construction in July 1953.
5. Pilot's ready hut: wooden, white, five by five by four meters, plain shingle gable type roof. No further information.
6. Taxi-strip: concrete, two or three kilometers long, 25 m. wide, 30 cm. thick, direction of taxi-strip southwest to northeast, good condition, taxi-strip made in square sections, (dimensions unknown).
7. Steel mat apron: World War II German type runway material, 100 m. long, 4 m. wide, parked one gas truck, two tractors, one crane, one ambulance, one bus for ten passengers (line taxi). No further information.
8. Steel mat apron: World War II German type, runway material, 50 m. long, 10 m. wide; [ ] four jet aircraft parked on this mat which was also used for aircraft for Ready Flight. No further information. 25X1
9. Runway: concrete, two or three kilometers long, 70 m. wide, 30 cm. thick, direction southwest to northeast, good condition although during winter months the concrete broke and chipped. Small drainage ditches were around complete runway. Dakota (American C-47) two-engine plane, largest aircraft [ ] was used to fly high officials to inspect the airfield. [ ]

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- [ ] Heinkel two-engine plane, ARADO, German C-2 type for training purposes as well. There were five "red" lights 150 to 200 m. from the edge of both ends of the runway, three green lights 50 to 100 m. from both ends of runway, and yellow and white lights three m. apart around runway. No further information. 25X1
10. Aircraft pre-flight area: concrete, 150 m. long, 30 m. wide and 30 cm. thick, east to west direction, six jets pre-flighted at a single time. No further information. 25X1
11. Radio mobile unit: Czechoslovak truck type R/N. [ ] Radio Mobile Unit was used in conjunction with landing aircraft, two men on 24 hour duty. (Reference to Encl. #3, this report, for sketch of truck).
- 12A. Grass area.
- 12B. Taxi-strip: concrete, 10 m. wide, short cut for aircraft to and from hangars to runway. No further information.
- 13A. Bunker: wooden, seven by six by two meters, tar paper shed type roof, with one layer of dirt. Two glass windows, one door on south side of bunker. Contained bunk type beds, one coal stove, and one table. Housed 12 to 15 men from 20th Airfield Battalion. No further information.
- 13B. Bunker: same as (Pt. 13A, Encl. #2). Housed EM from 18th Airfield Battalion who manned AA position (Pt. 4D, Encl. #2). No further information. 25X1
14. Guard towers: eight towers around airfield, 10 m. high; [ ] No further information. 25X1
15. Ammunition trailer: wooden, dimensions unknown, painted gray, stationary trailer. Stored ammunition for all aircraft on airfield, guarded by one airman with a trained police dog. No further information.
16. Barbed wire fence: 50 m. long, 1 m. high; [ ] use 25X1 for protection of (Pt. 15, Encl. #2). No further information.
17. Airfield Road: dirt, 2.5 meters wide, used for short cut road from base to main road between Zbuch N 49-41, E 13-13 and Vodny Ujezd N 49-39, E 13-16. No further information.
18. Wire fence: corrugated wire with barbed wire on top, two meters high with concrete posts five meters apart, bordered airfield area. No further information.
19. Cerveny Ujezd road: asphalt, four meters wide, led from Cerveny Ujezd N 49-41, E 13-15 to airfield road (Pt. 17, Encl. 2). No further information.
20. Gas station: cement, tar paper shed type roof, eight by six by three meters, one man in charge 24 hours a day, two pumps. Three storage tanks on north side and three on south side of station, all under ground. No further information.
21. Building: stucco brick, 50 x 10 x 5 m [ ] under construction in July 1953. No further information. 25X1
22. Air field road: asphalt, five meters wide, good condition, led from Cerveny Ujezd to airfield road (Pt. 77, Encl. 2). No further information.

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23. Airfield road: asphalt, four meters wide, good condition, led from Cerveny Ujezd to Line road (Pt. 22, Encl. 2). No further information.
24. Motor pool: dirt area, 200 m. long, 55 m. wide, maintained 18th Air Force Battalion vehicles only, such as staff cars, trucks, motorcycles, and tank trucks. Length of this motor pool included that of the adjacent motor pool (Pt. 25, Encl. 2).
25. Motor pool: dimensions included above (Pt. 24, Encl. 2), Maintained 14th Air Force Battalion vehicles only, staff cars, trucks, motorcycles and tank trucks. No further information.
26. Office building: upper half of building stucco brick, lower half wooden, dark brown, tar paper gable type roof, eight by four by three meters, one civilian, two airmen worked in office. Main office for distribution of fuel, gas and oil, for automotive use only. No further information.
27. Billets: green wooden buildings, 50 x 10 x 4 m., tar paper gable type roof, 14th Airfield Battalion EM occupied billets. No further information.
28. Base headquarters, operations and administration building: green stucco brick, 100 x 12 x 5 m., tar paper low pitch gable type roof. [redacted] four antennas on each end of building, 25X1 wire leading from window at north end of building to top of four antennas. [redacted] they were two way radio antennas 25X1 No further information.
29. Entrance from Cerveny Ujezd: wooden framed, wire gate, two section, swing gate, 2.5 m. wide, two meters high, one guard, four hours on, eight hours off. No further information.
30. Cerveny Ujezd road: asphalt, four meters wide, good condition.
31. Airfield road: asphalt, three meters wide.
32. Dining hall: green stucco brick, 70 x 70 x 10 m., tile gable type roof, for pilots only.
33. Sidewalk: square concrete blocks, good condition.
34. Male B.O.Q.: green concrete, 100 x 12 x 5 m., tar paper low pitch gable type roof.
35. Airfield road: four meters wide, asphalt, good condition.
36. Female B.O.Q.: connected with B.O.Q. (Pt. 34, Encl. 2) door on west end of building. No further information.
37. B.O.Q.: green concrete, 100 x 12 x 5 m., tar paper low pitch gable type roof. Single door on west and east end of building. No further information.
38. Dog yard: housed 12 trained dogs, each dog had a separate area; two by two meters including own shelter area. Dogs belonged to 14th and 18th Airfield Battalion. No further information.
39. Water tank: concrete tank, gravel and sod covered tank forming a mound, 50 x 2 x 2.5 m.
40. Firing range: cleared sand area, dimensions unknown.

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41. Hospital: white stucco brick, 100 x 12 x 5 m., tar paper low pitch gable type roof. Medics slept in west side of hospital. No further information.
- 42A,B,C. Combined offices and sleeping quarters: green concrete stucco, tar paper low pitched gable type roof, "U" shaped building with two ends protruding from ends of building 100 x 12 x 5 m., consisted of three wooden doors, one in each wing. Contained offices and billets of 8th Fighter Regiment. No further information.
- 42D. Headquarters building: green concrete stucco building, tar paper low pitch gable type roof, headquarters for 18th Airfield Battalion as well as sleeping quarters. (Reference to Encl. 4, this report). No further information.
43. Clay pit: white clay, 200 m. long, 150 m. wide. No further information.
44. Building under construction: stucco brick, construction started summer of 1953. No further information.
45. Two supply buildings: wooden, tar paper gable type roof, 50 x 10 x 5 m. Supplied electrical and plumbing equipment. No further information.
46. Pilot's ready hut: same as (Pt. 5, above). No further information.
47. Hangar road: asphalt, four meters wide, led from road (Pt. 23, Encl. 2) to taxi strip (Pt. 6, Encl. 2). No further information.
48. Service stock and personnel equipment buildings: two each, wooden, creosote-soaked building, 50 x 9 x 4 m., tar paper gable type roof, door on north end of each building. Contained flying clothes, heavy shoes, boots, clothing material for mechanics, also aircraft parts supply. Seven airmen worked and slept in supply buildings, one civilian woman worked as counter girl for aircraft parts. No further information.
49. RR line: standard Czechoslovak gauge, led from another spur (Pt. 55, Encl. 2), used for fuel and oil train tank cars only. No further information.
50. Central heating unit: one-story white stucco brick building, 50 x 20 x 12 m. [redacted] three heating boilers were in use but was built for more, building still under construction in July 1953. [redacted] this was going to be a heating unit for the airfield as well as for the dependents housing area which he heard was being constructed near Line. [redacted] water main supposedly ran from central heating unit underground west to dependents area near Line. No further information. 25X1
51. Two P.O.L. tanks: same construction, capacity and dimensions as POL tanks (Pt. 1, Encl. 2). These tanks were ready for use in July 1953. No further information.
52. Recreation building: green stucco brick, 50 x 50 x 10 m., tile gable type roof. One steel door on east side of building. Building contained one theater, library, canteen, small gym and a parachute room located at northeast end of building. Used by officers, airmen and civilian personnel. No further information.

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53. Communications building: two-story, white stucco brick, 15 x 10 x 15 m., red tile gable type roof. [redacted] civilian workers only. Siren at top of building to signal 0900 hours, 1200 hours and 1400 hours, for civilians only; not used as alert siren. No further information. 25X1
54. Officers and civilians dining hall: one-story, dark brown wooden building, 50 x 10 x 4 m., tar paper low pitch gable type roof. One door on south side dining hall. Also contained small canteen for officers and civilians in south end of building. Dining hall in center of building and kitchen in north end of building. No further information.
55. Single track RR line: standard Czechoslovak gauge, led from Zbuzh to airfield. Source observed hauling of bricks, crushed rock and miscellaneous material. No further information.
56. Transformer unit: wooden shack, built around transformer unit, unpainted, three by three by eight meters. One door on north side of shack. No further information.
57. Automotive repair garage: green wood, 100 x 30 x 8 m., tar paper gable type roof. Source heard about 50 airmen and a few civilians worked in garage. Working hours ranged from 0600 to 1500 hours, skeleton crew worked through night. [redacted] about nine section sliding doors on east side of building. No further information. 25X1
58. Auxiliary technical battalion: single story, green wooden building, five by five by three meters, tar paper gable type roof. One door on west side of building. [redacted] labor battalion men with green uniforms and black shoulder boards with no rank. Number of men unknown. 25X1
59. Auxiliary technical battalion (Pomocny Technicky Prapor -- P.T.P.): single story, green wooden building, 50 x 30 x 4 m., tar paper gable type roof. Contained mess hall and canteen for personnel of labor battalion. One door on west side and one door on east side of building. No further information.
60. Auxiliary technical battalion (P.T.P.): single story, green wooden building, 30 x 10 x 4 m., tar paper gable type roof, one door on south side and north side of building. No further information.
61. Auxiliary technical battalion: same as (Pt. 60, above.)
62. Auxiliary technical battalion: same as (Pt. 60, above.)
63. Auxiliary technical battalion (P.T.P.): single story, green wooden building, 20 x 10 x 4 m., tar paper gable type roof. One door on south side of building. No further information.
64. Auxiliary technical battalion: same as (Pt. 63, above.)
65. Auxiliary technical battalion: same as (Pt. 58, above.)
66. Auxiliary technical battalion: same as (Pt. 63, above.)
67. Auxiliary technical battalion: same as (Pt. 63, above.)
- 68 A,B,C,D. Four barracks buildings: single story wooden, painted green, tar paper gable type roof, 50 x 12 x 4 m. Pt. 68 A,B buildings

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billeted the 20th Airfield Battalion personnel. Pt. 68C building contained offices. Pt. 68D building was empty. No further information.

69. Motor pool: 100 m. long, 100 m. wide, maintained vehicles of the 20th Airfield Battalion only. Barbed wire fence, two meters high, bordered motor pool. Area illuminated at night.
70. POL tank: same as (Pt. 51, above.)
71. Military gas station: single story, green wooden, five by three by four meters, tar paper gable type roof. Two pumps on north side of station house, two or three airmen worked 24 hours a day. No further information.
72. Line road: asphalt, five meters wide, good condition. From main gate (Pt. 87, Encl. 2) to Line, a distance of two kilometers.
73. Nova Ves road: asphalt, four meters wide, good condition, led from Nova Ves to Line road (Pt. 72, above.)
74. Control and watch tower: green stucco brick building, 8 x 8 x 15 m., with a tapered glass enclosure six by six by two meters. Spot light and machine gun mounted together on top of tower. One guard on duty four hours, off eight hours. No further information.
75. Fire house: single story, green stucco brick building, 25 x 10 x 5 m., housed two fire trucks. Water capacity of fire trucks about 2,000 lit. apiece. Four airmen assigned to a truck, one truck belonged to 14th Airfield Battalion. To which airfield battalion the other truck was assigned was unknown. Fire trucks were used as crash equipment only. No further information.
76. Apron: concrete, 100 m. long, 15 m. wide, 30 cm. thick. Used as parking area for jet aircraft before completion of construction of hangars (Pt. 80 B, 80 C, Encl. 2). No further information.
77. Airfield road: asphalt, four meters wide, good condition.
- 78A. Apron: concrete, 150 m. long, 30 m. wide, 30 cm. thick, good condition. Used for parking jet aircraft -- 50 to 55 Soviet and Czech type MIG-15's and four Soviet YAK-11's. 25X1  
On mild days aircraft maintenance was performed on apron. No further information. 25X1
- 78B. Apron: same as (Pt. 78A above.)
- 78C. Apron: under construction in July of 1953. No further information. 25X1
79. Apron: concrete, 100 m. long, 15 m. wide, 30 cm. thick;  parked jet aircraft. No further information. 25X1
- 80A. Hangar: white stucco brick building, steel girder construction, 100 x 40 x 10 m. gray tinsplate folding type doors extending along the east side of hangar. Wooden tar paper shed type roof. Housed about 50 to 55 jets. Contained tool crib, machinery and tools for light maintenance in hangar. Hangar had one crane for engine change purposes. On bright days maintenance was done outside of hangar on apron (Pt. 78A, Encl. 2). One jet aircraft

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was crewed by one crew chief and maintained by three or four airmen. Aircraft within hangar were assigned to the 5th and 8th Fighter Regiments. No further information.

80B. Hangar: same construction and dimensions as (Pt. 80A, above).  
Housed only sixteen jet aircraft from the 16th Fighter Regiment.  
[redacted] hangar was not complete and that only half of  
hangar may have been used. No further information. 25X1

80C. Hangar: under construction which started in summer of 1953  
and had not been completed. Dimensions and construction unknown.

81. Aircraft refueling tank: steel tank, dirt covered, two by two  
meters, with a 20,000 lit. fuel capacity. [redacted] 25X1

82. Aircraft refueling tank: same as (Pt. 81, above.) 25X1

83. Taxi-strip: concrete, 120 m. long, 10 m. wide, 30 cm. thick,  
good condition.

84. Concrete platform: concrete floor 100 m. long, 50 m. wide,  
30 cm. thick, which was to have been hangar. However, plan was  
discarded because drainage was poor and water remained. Con-  
sequently, this floor was used for stocking sheet metal. Ten  
men worked in this area daily.

85A. Drainage ditch: 2.5 m. wide, constructed of rock. [redacted] 25X1  
[redacted] water drained from airfield area, leading about 300 m.  
northwest to lake (Pt. 85B, Encl. 2). No further information. 25X1

85B. Lake.

86. Civilian dependent quarters: four single-story green wooden  
buildings, six by four x three meters, Source stated there could  
be more single family dependent quarters in same area. No fur-  
ther information.

87. Entrance from Line: description same as (Pt. 29, above).

88. Entrance from Nova Ves: description same as (Pt. 29, above).  
[redacted] all the gates at the entrances (Pt. 29, 87, 25X1  
88, Encl. 2) were to be charged with electricity.

1. BASIC AIRFIELD INFORMATION:

- a. Line Airfield
- b. No alternate names
- c. Czechoslovakia
- d. Coordinates:  $\angle N$  49-41, E 13-17

2. LOCATION:

- a. Two kilometers south-southeast from Line,  $\frac{1}{2}$  kilometer southwest of Nova Ves, and one kilometer northwest of Dobransy.
- b. Two kilometers east of main highway (Pt. 1, Encl. 1) and two kilometers northwest of Radbusa River (Pt. 3, Encl. 1).

3. DIMENSIONS:

- a. Four kilometers long by four kilometers wide, extensibility probably for one runway in southeast direction.
- b. Square shaped.

4. SKETCHES:

Reference to Encls. 2, 3, and 4.

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## 5. RUNWAYS AND SURFACES:

- a. Reference to Pt. 9, Encl. 2.
- b. Reference to Pt. 6, Encl. 2.
- c. Level airfield area with slight dip in center of runway and taxi-strip (Pt. 6 and 9, Encl. 2). Mostly sodded grass area with a few sand and gravel areas; airfield area absorbs rain, with the exception of area around (Pt. 84, Encl. 2).
- d. Concrete drainage ditches around runway and taxi-strip (Pt. 6, 9, Encl. 2), leading to draining outlet (Pt. 85, Encl. 2).
- e. Altitude 350 m. above sea level.

## 6. AIRCRAFT DISPERSAL POINTS:

- a. Jets in hangars (Pts. 80A, 80B, Encl. 2) plus aprons (Pts. 78A, 78B, Encl. 2), plus (Pts. 8, 10, 79, 82, Encl. 2).
- b. None.
- c. None.

## 7. CONSTRUCTION AND IMPROVEMENT:

- a. Airfield surface in good condition.
- b. Runway good construction.
- c. Buildings good condition, newly constructed.
- d. Technical devices; [redacted] newly built airfield and was 25X1 being kept in good condition. buildings were still being con- 25X1 structed [redacted] in July 1953. [redacted] 25X1 [redacted] more might be under construction at present time. 25X1

## 8. OBSTRUCTIONS:

- a. Hills, ten kilometers to east across Radbusa River (Pt. 3, Encl. 1), height unknown.
- b. Power lines leading to Line Airfield along (Pts. 17, 19, 30, 72, 73, Encl. 2).
- c. Trees located at western part of Line Airfield ten to fifteen meters high.
- d. Chimneys: None.
- e. No buildings obstructed Line Airfield.
- f. No other obstructions.

## 9. TECHNICAL FACILITIES:

- a. [redacted] 25X1
- b. Telephone and telegraph: [redacted] telephones in most 25X1 buildings on airfield, civilians as well as airmen placed calls to and from airfield. Czech type telephones.
- c. Weather station, none observed by Source.
- d. [redacted] Line Airfield used 220 volts and had transformer 25X1 unit (Pt. 56, Encl. 2) on airfield.
- e. Signaling devices and landing aids: [redacted] red rockets 25X1 flares used as ready signal for jet aircraft and for standby.
- f. [redacted] MIG-15 and C-47 type aircraft, on this airfield 25X1
- g. [redacted] engine changes, sheet metal work and minor aircraft repairs were performed at this airfield.
- h. None.

## 10. SUPPLY:

- a. Fuel was transported by tank car on SRR spur (Pt. 49, Encl. 2). Fuel from tank cars was transferred to refueling tank trucks, 25X1 then to aircraft. [redacted] storage or refueling tanks (Pts. 51, 81, Encl. 2) may be in operation at present time.
- b. Water tank refer to (Pt. 39, Encl. 2). Main water pipe line was under ground to Line Airfield (Pt. 5, Encl. 1) from reservoir at Dobrany. Direction of main pipe line was west from Dobrany along south end of runway (Pt. 9, Encl. 2) to Line Airfield. In addition, drinking and cooking water was also delivered by tank trucks from PLZEN thirteen kilometers northwest of Line Airfield.

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- c. Weapons for airmen and officers such as rifles and pistols were kept in billets of personnel; 20 mm. ammunition for jets was stored at ammunition storage (Pt. 15, Encl. 2).
- d. No other.

## 11. BUILDINGS:

- a. Three hangars (Pts. 80A, B, C, Encl. 2) 100 m. west of taxi-strip (Pt. 6, Encl. 2). Good condition.
- b. Workshops for aircraft maintenance located in hangars (Pts. 80A, B, Encl. 2). Sheet metal area refer to (Pt. 84, Encl. 2).
- c. Reference to (Pt. 74, Encl. 2).
- d. Reference to (Pts. 27, 34, 36, 37, 42, 68, Encl. 2).
- e. Reference to (Pt. 28, Encl. 2).
- f. Reference to (Pt. 41, Encl. 2), major operations performed at Plzen.
- g. Reference to (Pt. 41, Encl. 2).
- h. Source stated two storage places known at (Pts. 80A, B, Encl. 2).
- i. No other information.

## 12. TRANSPORTATION FACILITIES:

Reference to (Pts. 17, 72, 77, 49, 55, 73, Encl. 2).

## 13. ADMINISTRATION AND PERSONNEL:

- a. Airfield run by military personnel. Commanding Officer of Line 25X1  
Airfield Lt. Colonel BILEK
- b. Personnel strength about 2,500 men. 25X1
- c. Blue uniforms with light blue shoulder boards, did not carry 25X1  
weapons. Personnel consisted of Czechs, Slovaks, Hungarians, etc.
- d. daily flying activity, formation flying from two to  
six planes, from 0600 hours to sundown. Date of observation from  
June 1952 to July 1953. No civilian aircraft observed.

## 14. METEOROLOGICAL FACTORS:

Operational all year, rainy season in the spring did not interfere with flying activity. Snow did not hamper operations. Usual snow fall was 10 cm. Icing conditions prevailed from November to March.

## 15. DEFENSE INSTALLATIONS AND PRACTICES:

- a. Reference to (Pts. 4A, C, D, Encl. 2) AA gun positions (Pts. 4B, E, Encl. 2) believed to be in operation at present time.
- b. Source did not observe any warning devices.
- c. Grass and mesh net over antiaircraft gun positions (Pts. 4A, C, D, Encl. 2) for camouflage purposes.
- d. no air raid shelters. 25X1

## 16. 25X1

Types of aircraft observed were MIG-15 Soviet and Czech type, Soviet YAK-11, the ARADA and the HEINKEL German type. Aircraft normally were parked in hangars (Pts. 80A, B, Encl. 2), aprons (Pts. 78A, B, Encl. 2) and aprons (Pts. 76, 79, Encl. 2).

Number of each (approximate):

MIG-15's -----70 each

YAK-11 ----- 4 each

ARADA -----10 each

HEINKEL ----- 1 each

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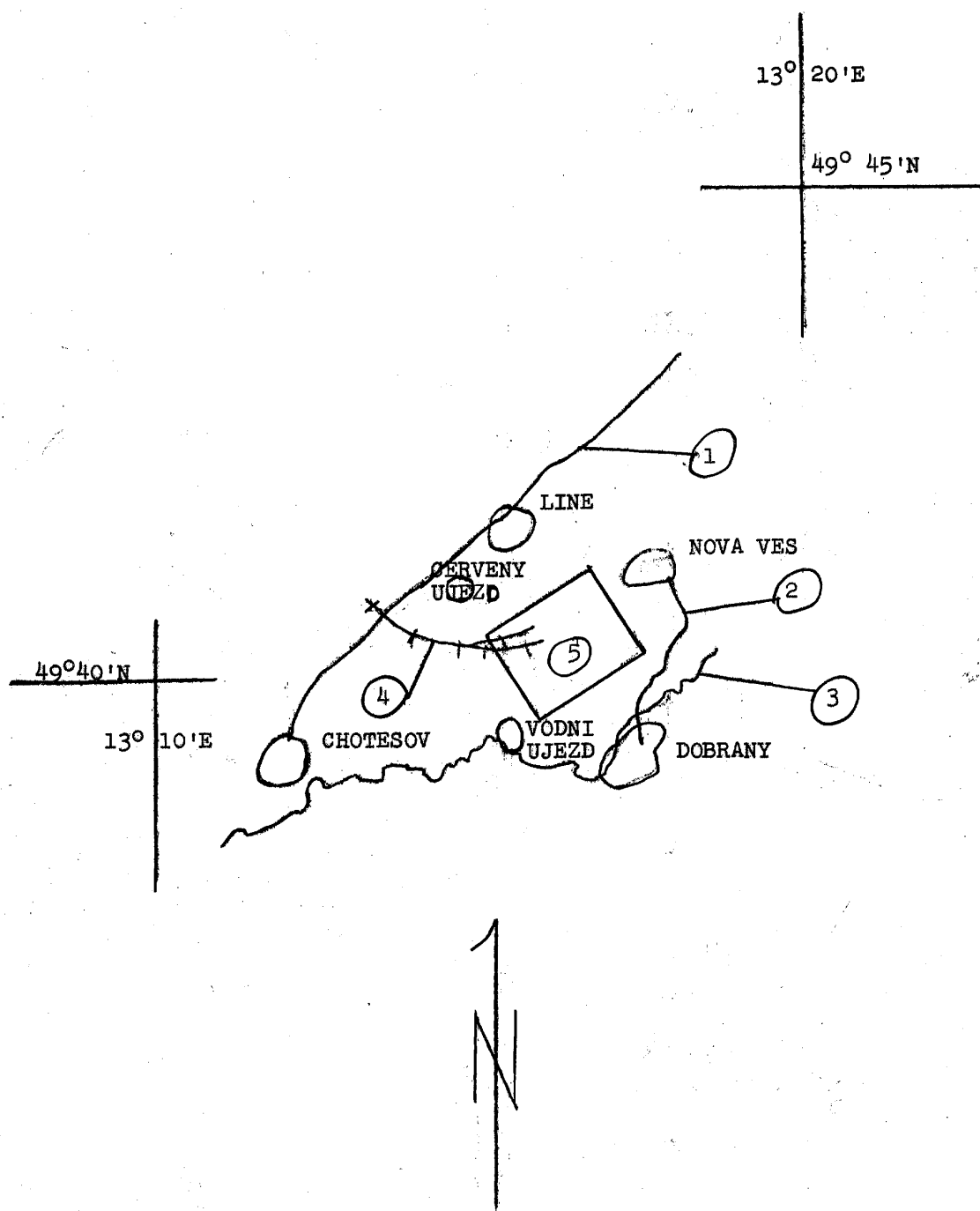
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Enclosure 1, Overlay of GSGS 4416, Sheet U-7, Furth 1:100,000  
Pinpoint Location of Line Airfield



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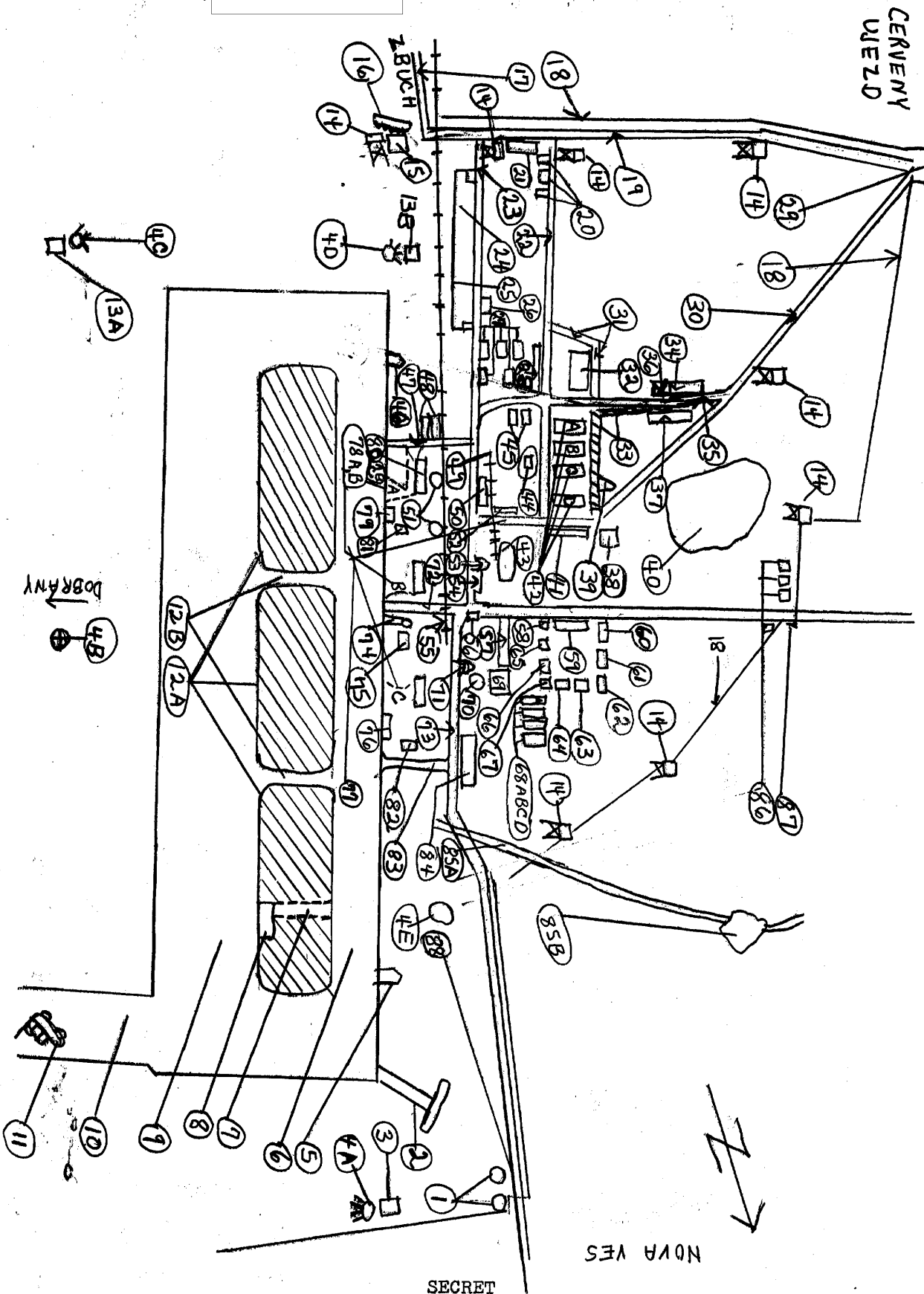
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Enclosure 2,  Sketch of Line Airfield

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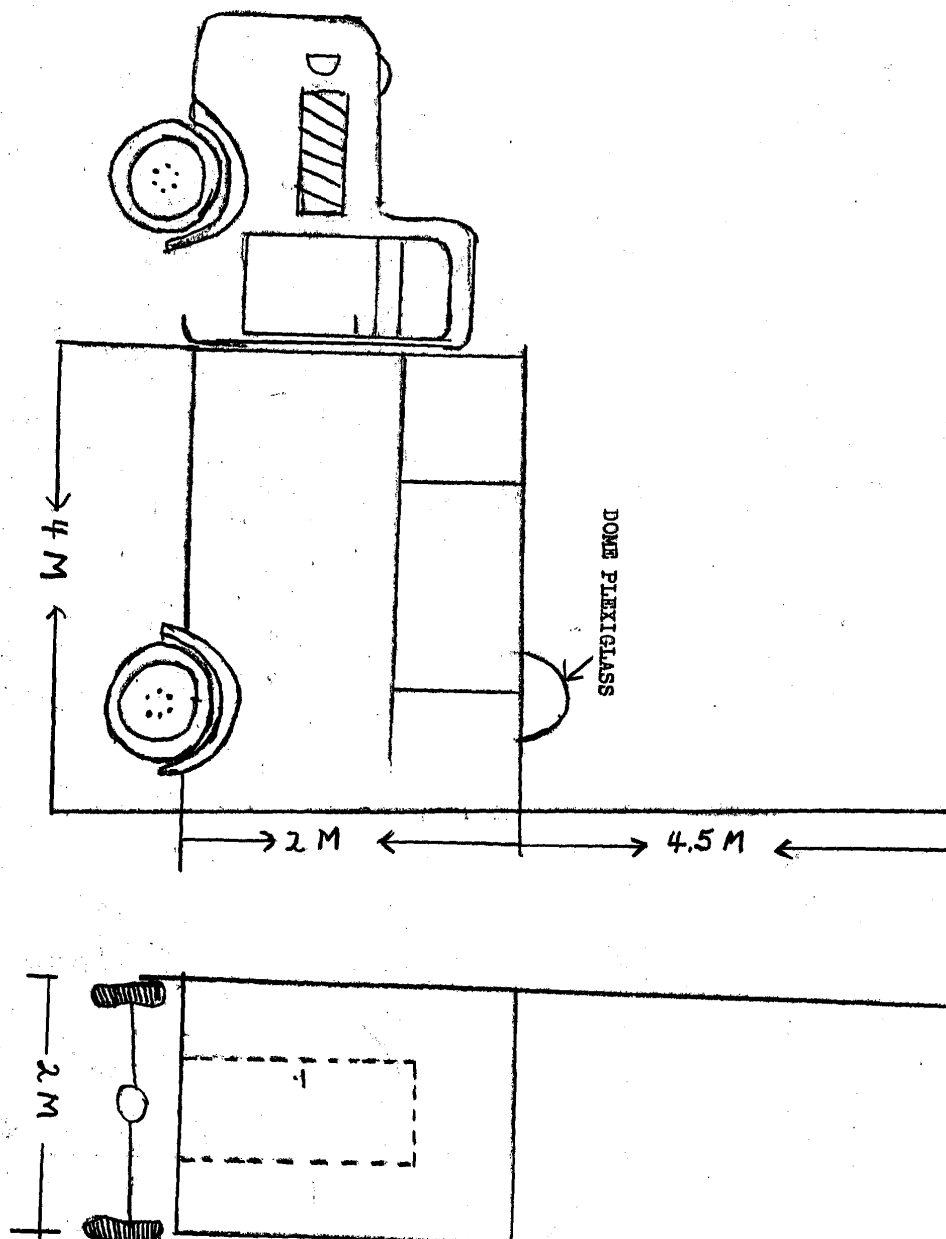
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Enclosure 3:

Sketch of Mobile Radio Unit

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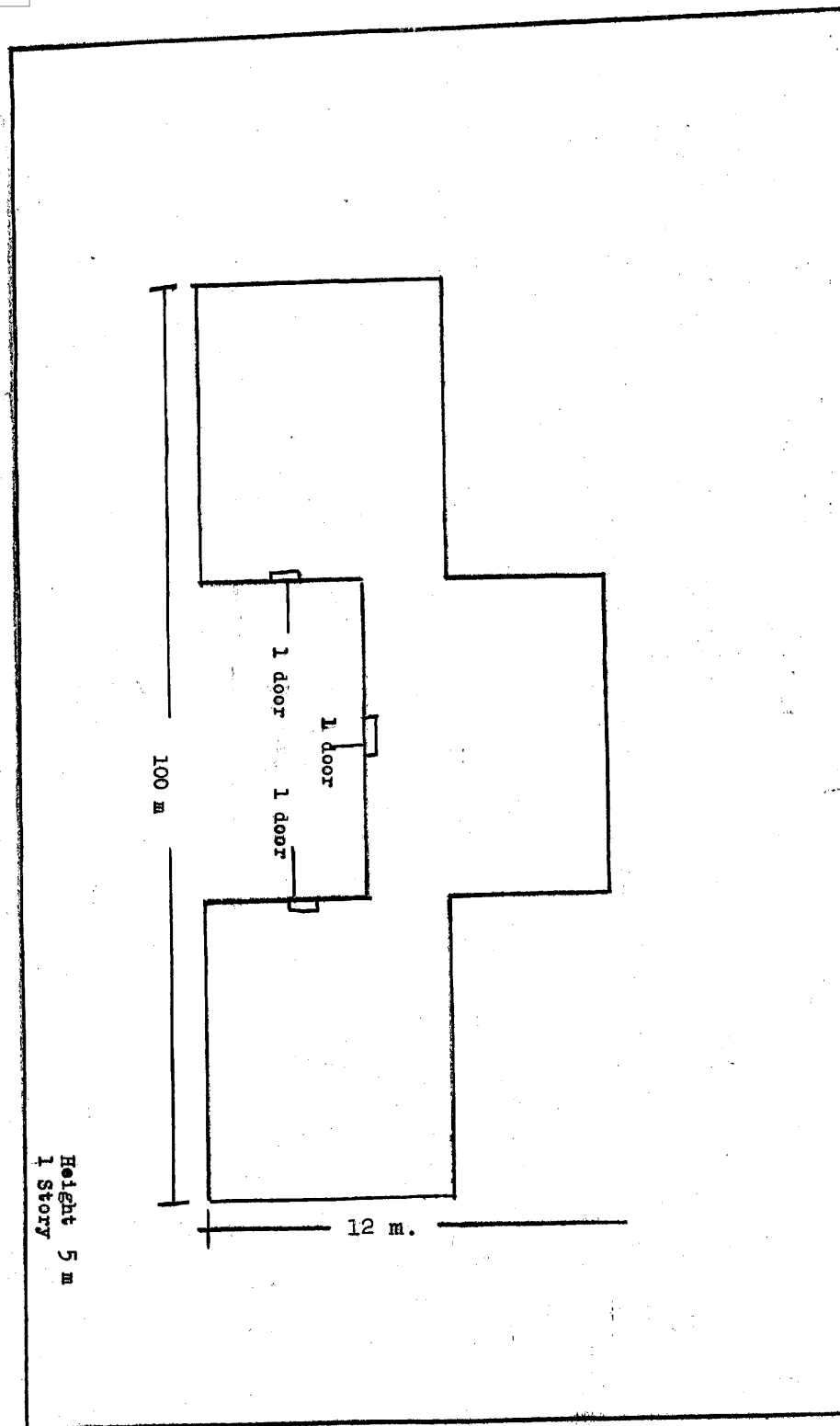
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Enclosure 4

Sketch of U Shaped Building

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